W. Musgrave.

QUERIES

Propoſed by the COMMITTEE of the COMMON-COUNCIL of the City of *London*, about the intended Canal from *Monkey Iſland* to *Iſleworth*, anſwered.

16. June 1770 — by Mr. Brindley

QUERE I. WHETHER *Iſleworth* be the beſt Place of Junction from *Monkey Iſland*, or what other Place?

Iſleworth is the proper Place of Junction, for the following Reaſons.—The Tide flows here ſufficient at all Times to bring up Veſſels to the Mouth of the Canal, but if it was to go into the River any higher, a Neap-Tide would not bring them up.—Beſides, at a Place called *Rails Head*, at the upper End of *Iſleworth*, the Canal may communicate with the River, without interfering with any Houſe, Gentleman's Garden, or Pleaſure Ground, which will not be the Caſe in any other Place that I can find, from below *Brentford* to above *Twickenham*, and the Line of the Canal to this Place will be moderately ſtraight, the Diſtance from *Monkey Iſland* being only 17 Miles and 7 Furlongs, if taken by the ſhorter (and better) Line laid down in the Plan.

QUERE II. What Width a Canal ſhould be of to be of general Utility, conſidering the Paſſage near the Metropolis?

If the Canal be made 33 Feet wide in the Bottom, and to have 4 Feet, 6 Inches Depth of Water, ſuch Canal will carry Veſſels of 100 Tons Burthen, and admit them to paſs each other in every Place; which, conſidering the great Trade near the Metropolis, will be more convenient than being made to ſmaller Dimenſions, and will anſwer every Purpoſe as well as being made larger.

QUERE III. What Quantity of Water will be taken from the *Thames* at *Monkey Iſland*, and at the Junction of the River *Coln* with the *Thames*.

The Quantity of Water taken out of the River *Thames* at *Monkey Iſland* (for none need be taken out of the River *Coln*) depend altogether upon the Number of Veſſels that paſs through the Canal, which Number is uncertain; but ſuppoſing 10 to paſs *per* Day of 100 Tons each, and admit the Locks to be made to lift 9

Feet

Feet each, and to be made of Dimensions to receive Boats of 100 Tons, according to the present Construction of the *Thames* Boats, each Vessel will require 495 Tons of Water to carry it through the Locks; and supposing the Leakage and Exhalation to be as much, *viz.* 495 Tons more (which, if the Works be well executed can hardly be supposed will amount to half so much) then the Quantity of Water expended *per* Day will be 9900 Tons.

QUERE IV. Whether the Water necessary will be any Detriment to the Navigation of the River *Thames?*

The Water taken out of the River for supplying the Canal will not be any (sensible) Detriment to the Navigation of it in the present Mode, for it cannot reduce the Depth of the Water, where the River is narrow, more than one twentieth Part of an Inch, and in the broadest Places not half so much, as may be proved by the aforementioned Quantity necessary, and the Surface of Water that glides away in any given Time.

QUERE V. Whether upon the Survey it should be found to be a Plan on which Advantages will accrue to the Publick, superior to those of the present Navigation, and to particularize those Advantages.

With respect to the Advantages that will arise to the Publick from the Canal, will be easily understood from the following Remarks.

I am credibly informed, that the Expence of taking a Vessel of 100 or 120 Tons, from *Isleworth* to *Sunning*, and back again to *Isleworth*, is £80, and sometimes more (*viz.* about £65 upwards, and £15 downwards) by the Canal, supposing the Tonage to be set at an Halfpenny *per* Ton *per* Mile (which is the Tonage proposed) the Tonage of 100 Tons for 30 Miles (which will be nearly the Distance from *Isleworth* to *Sunning* by Canal) is £6 5*s.* and the Expence of Men and Horses cannot be more than £1 15*s.* as it may easily be performed in 15 Hours; so that the whole Expence of Freight and Tonage, up from *Isleworth* to *Sunning*, and back again, will be £16, consequently there will be a clear Saving to the Public of £64 (out of £80) upon every Voyage. Besides, this is not all the Advantage that will accrue to the Public from the Canal, for in the present Navigation of the River, they are sometimes three Weeks in going up, and near as long in coming down, often to the great Loss and Disappointment of the Proprietor, in the Damage of his Goods.

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ESTIMATE
OF THE
Expence of making a NAVIGABLE CANAL from *Monkey Iſland* to *Iſleworth*, upon the Upper Line laid down in the PLAN, by the Way of *Colnbrook*, *&c.*

	£	s.	d.
SUPPOSE the Canal be made 33 Feet wide in the Bottom, 45 Feet wide at Top, and 4 Feet 6 Inches deep of Water, the common Cutting (including the ſmall Pieces of Banking and Extra-Cutting, not taken Notice of in this Eſtimate) at a Mean will be about £800 *per* Mile, at which Rate 17 Miles and 7 Furlongs in Length, comes to — — — — — — — —	14300	0	0
To 62 Feet and Half of Lockage — — at £100 *per* Foot	6250	0	0
To 120 Acres of Incloſed and Field Land (ſuppoſe) at £45 *per* Acre	5400	0	0
To 60 Acres of Common — — — (ſuppoſe) at £10 *per* Acre	600	0	0
To 4 Publick Road Bridges — — — — — at £140 each	560	0	0
To 19 leſſer Road Bridges — — — — — at £100 each	1900	0	0
To Swivel Bridges that may be wanted for preſerving Communications between the divided Lands — — — — — —	600	0	0
To Extra Expence in erecting a Regulating Lock, a Towing-Bridge over the River *Thames*, and other Works neceſſary at *Monkey Iſland* — — — — — — — — —	2000	0	0
To Extra Cutting from *Monkey Iſland* to Nº 3 (in the Plan) —	440	0	0
To Extra Banking and Culverts from Nº 6 to 13 — — —	400	0	0
To Extra Cutting above *Ditton Park* — — — — — —	1467	0	0
To Extra Banking and Aqueduct Bridges over the low Ground and Rivers, from Nº 28 to 40 — — — — — —	4200	0	0
To Extra Expence in paſſing the King's River — — — —	120	0	0
To a ſmall Aqueduct Bridge over the River at Nº 62 — —	200	0	0
To Extra Cutting at Nº 69, 70, and 71 — — — — — —	380	0	0
To Extra Expences in communicating the Canal with the River *Thames* at *Iſleworth* — — — — — — — — — —	500	0	0
To ſmall Culverts that may be wanted for communicating the ſmall Rivulets and Springs under the Canal (ſuppoſe) — —	360	0	0
To Stop-Gates, Weirs and General Sluices — — — — — —	600	0	0
To Fences, Back Drains, Graveling the Towing Path, *&c.* at 1*s.* 6*d.* *per* Yard running, 17 Miles and 7 Furlongs in Length, comes to — — — — — — — — — —	2359	0	0
To Temporary Damages to Lands and Mills, Impediments to Works, unforeſeen Accidents, Engines, Superviſal, *&c.* ſuppoſe 10 *per Cent.* upon the Whole — — — — — —	4262	0	0
Total — — — — — — —	£46899	0	0

Feet each, and to be made of Dimensions to receive Boats of 100 Tons, according to the present Construction of the *Thames* Boats, each Vessel will require 495 Tons of Water to carry it through the Locks; and supposing the Leakage and Exhalation to be as much, *viz.* 495 Tons more (which, if the Works be well executed can hardly be supposed will amount to half so much) then the Quantity of Water expended *per* Day will be 9900 Tons.

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AN ESTIMATE OF THE Expence of making a NAVIGABLE CANAL from *Monkey Iſland* to *Iſleworth*, upon the Upper Line laid down in the PLAN, by the Way of *Colnbrook*, *&c.*

	£	*s.*	*d.*
SUPPOSE the Canal be made 33 Feet wide in the Bottom, 45 Feet wide at Top, and 4 Feet 6 Inches deep of Water, the common Cutting (including the ſmall Pieces of Banking and Extra-Cutting, not taken Notice of in this Eſtimate) at a Mean will be about £800 *per* Mile, at which Rate 17 Miles and 7 Furlongs in Length, comes to — — — — — — — —	14300	0	0
To 62 Feet and Half of Lockage — — at £100 *per* Foot	6250	0	0
To 120 Acres of Incloſed and Field Land (ſuppoſe) at £45 *per* Acre	5400	0	0
To 60 Acres of Common — — — (ſuppoſe) at £10 *per* Acre	600	0	0
To 4 Publick Road Bridges — — — — — at £140 each	560	0	0
To 19 leſſer Road Bridges — — — — — at £100 each	1900	0	0
To Swivel Bridges that may be wanted for preſerving Communications between the divided Lands — — — — — —	600	0	0
To Extra Expence in erecting a Regulating Lock, a Towing-Bridge over the River *Thames*, and other Works neceſſary at *Monkey Iſland* — — — — — — — — —	2000	0	0
To Extra Cutting from *Monkey Iſland* to Nº 3 (in the Plan) —	440	0	0
To Extra Banking and Culverts from Nº 6 to 13 — — —	400	0	0
To Extra Cutting above *Ditton Park* — — — — — — —	1467	0	0
To Extra Banking and Aqueduct Bridges over the low Ground and Rivers, from Nº 28 to 40 — — — — — —	4200	0	0
To Extra Expence in paſſing the King's River — — — —	120	0	0
To a ſmall Aqueduct Bridge over the River at Nº 62 — —	200	0	0
To Extra Cutting at Nº 69, 70, and 71 — — — — — —	380	0	0
To Extra Expences in communicating the Canal with the River *Thames* at *Iſleworth* — — — — — — — — —	500	0	0
To ſmall Culverts that may be wanted for communicating the ſmall Rivulets and Springs under the Canal (ſuppoſe) — —	360	0	0
To Stop-Gates, Weirs and General Sluices — — — — — —	600	0	0
To Fences, Back Drains, Graveling the Towing-Path, *&c.* at 1*s.* 6*d.* *per* Yard running, 17 Miles and 7 Furlongs in Length, comes to — — — — — — — — —	2359	0	0
To Temporary Damages to Lands and Mills, Impediments to Works, unforeſeen Accidents, Engines, Superviſal, *&c.* ſuppoſe 10 *per Cent.* upon the Whole — — — — —	4262	0	0
Total — — — — — —	£46899	0	0

AN

ESTIMATE

OF THE

Expence of making a NAVAGABLE CANAL from *Monkey Island* to *Isleworth*, upon the Lower Line laid down in the PLAN, by the Way of *Stanes*, &c.

	£	s.	d.
To the common Cutting of 18 Miles and 5 Furlongs in Length, — — — — — — — at £800 *per* Mile	14900	0	0
To 62½ Feet of Lockage — — — — — at £100 *per* Foot	6250	0	0
To 144 Acres of Inclosed and Field Land (suppose) at £45 *per* Acre	6480	0	0
To 46 Acres of Common— — — — — at £10 *per* Acre	460	0	0
To 4 Public Road Bridges — — — — — at £140 each	560	0	0
To 16 lesser Road Bridges — — — — — at £100 each	1600	0	0
To Swivel Bridges that may be wanted for making Communications between the divided Lands — — — — — —	600	0	0
To Extra Expences at *Monkey Island* (as before) — — — —	2000	0	0
To Extra Cutting from *Monkey Island* to N° 3 — — — —	440	0	0
To Extra Banking and Culverts over the low Ground above *Eton*	600	0	0
To Extra Banking and Aqueduct Bridges over the low Ground and Rivers, from N° 89 to 101 — — — — — —	5000	0	0
To Extra Banking and Culverts from N° 107 to 118 — — —	7377	0	0
To Extra Cutting from N° 118 to 124 (*viz.* over *Hanworth* and *Hampton* Commons — — — — — — — —	7691	0	0
To Extra Expence in passing the King's River — — — —	250	0	0
To a small Aqueduct Bridge and Banking over the River at N° 62	200	0	0
To Extra Cutting at N° 69, 70 and 71 — — — — —	380	0	0
To Extra Expence at *Isleworth* — — — — — — —	500	0	0
To small Culverts that may be wanted for communicating the small Rivulets and Springs under the Canal — — — —	360	0	0
To Fences, Back-Drains, Graveling the Towing-Path, &c. at 1*s.* 6*d.* *per* Yard running, 18 Miles and 5 Furlongs in Length, comes to — — — — — — — — —	2425	0	0
To Stop-Gates, Weires and General Sluices— — — — —	600	0	0
To Temporary Damages to Lands and Mills, Impediments to Works, unforeseen Accidents, Supervisal, &c. suppose 10 *per Cent.* upon the Whole — — — — — — —	5877	0	0
Total — — — — — —	£64650	0	0

Note, Since the Survey and Plan of these two Lines was finished, there was a Rosolution come to at the Meeting at *Reading*, on the 5th of *June*, not to come to *Monkey Island*, but to go into the River *Thames* at *Boulter's* Lock; in Consequence of which Resolution, I have survey'd from *Boulter's* Lock to join the other Line, which it will conveniently do at *Ditton Park* (as represented by the feint Line in the Plan.) The Length from (*Taplow Mill* near) *Boulter's* Lock, to the Lane at the N. E. Corner of *Ditton Park*, is 7 Miles and 5 Chains, and the Fall 8 Feet 9 Inches (over and above the 62 Feet and Half mentioned in the Plan.) The whole Length from *Taplow Mill* to *Isleworth* is 19 Miles and 3 Furlongs, and the Estimate of the Expence £47885.

James Brindley.

London,
15 *June*, 1770.

Land Owners from *Monkey* Island to *Isleworth*, upon the Upper Line.

In BUCKINGHAMSHIRE.

N°		Inclosed and Field Lands. Ch.	Inclosed and Field Lands. L.	Lanes and Commons. Ch.	Lanes and Commons. L.
	DORNEY PARISH.				
1	Sir Charles Palmer, Bart.	58	0		
2	Ditto	41	0		
3	Dorney Common			36	80
4	Sir Charles Palmer, Bart.	27	30		
		126	30	36	80
	EATON PARISH.				
5	Dr. Biddle, of Windsor	3	70		
	Eaton Common Field	4	0		
6	Mrs. Fennel, of Eaton Wick	3	84		
	Mr. Woodhouse, of Eaton	2	16		
7	Eaton Common			23	70
8	Mr. Woodhouse	5	40		
9	Mr. Moet, of London	10	45		
10	Mr. Woodhouse	2	45		
	Mr. John Pocock, of Eaton	9	70		
11	Christopher Buckle, Esq;	12	85		
	Mr. Richard Silverton	2	0		
		56	55	23	70
	UPTON PARISH.				
12	Charvy Lott Meadow	4	50		
13	Charvy Common Field	34	10		
	Turnpike Road			1	0
14	East Bridge Common Field	4	80		
15	Richard Edwards, Esq,	32	50		
	Lane			0	30
16	William Lascelles, Esq;	24	45		
	Lane			0	70
17	William Lascelles, Esq;	36	5		
		136	40	2	0
	LANGLEY PARISH.				
18	Duke of Montague	32	20		
19	Mrs. Morris of Windsor	12	45		
		44	65		

STOKE PARISH.

N°		Inclosed and Field Lands. Ch.	L.	Lanes and Commons. Ch.	L.
20	Mr. Stiles, of Ditton	4	0		
	Meſſ. Stiles & Hill	6	25		
21		8	35		
	Lane			0	45
22	Ditton Common Field	17	35		
23	Pillpiece Common Field	5	0		
24	Mr. Hill	8	50		
	Turnpike Road			0	50
		49	45	0	95

HORTON PARISH.

25	Mrs. Vigo, of Colnbrook	6	35		
26	Horton Common Field	4	10		
	— — — — — — — — — — — —	4	5		
27	Horton Common Field	49	75		
	Lane			1	25
28	George Tuffnell, Eſq;	1	25		
29	Ditto	6	5		
	Lane			0	70
30	George Tuffnell, Eſq;	13	0		
31	——— Boſcoen, Eſq;	10	3		
32	Colnbrook Common Field	14	0		
33	Mr. John Maxfield, of Colnbrook	12	30		
	Coln River			0	70
		122	18	2	65

MIDDLESEX.

STANWELL PARISH.

34	Sir John Gibbons, Bart.	29	38		
	Lane			0	87
35	Mr. Friſquet of London	1	93		
	Sir John Gibbons	30	80		
	River (Finches Allowance)			0	25
36	Sir John Gibbons, Bart.	12	72		
37	Stanwell farther Moor			27	80
	River			0	50
38	Sir John Gibbons, Bart.	4	57		
39	Stanwell near Moor			16	90
40	Sir John Gibbons, Bart.	27	74		
41	Stanwell Common Field	41	21		
	Lane			0	79
42	Sir John Gibbons, Bart.	17	95		
43	Common Field	7	10		
44	Mr. Potts, of Stanwell	17	40		
45	Sir John Gibbons	4	10		
	Mr. William Ginger, of Stanwell	9	40		
	Lane			0	40
46	Mr. William Cox, Weſt Bedford	4	70		
	Mr. James Rogers, ditto	0	55		
	Lane			0	40
	Carried over				

N°		Inclosed and Field Lands. Ch.	L.	Lanes and Commons. Ch.	L.
	Brought over				
47	Mr. William Ginger	5	70		
	Messf. Carew & Potts	2	50		
48	Mr. Blunt, of Bedfont	9	26		
49	Mr. Heath, of Stanwell	3	69		
	Common Field	2	80		
		181	68	48	6
	BEDFONT PARISH.				
50	Bedfont Common Field	28	85		
51	Christ Church Hospital	4	50		
	Mr. Gate ——— of Twitenham	2	95		
	Christ Church Hospital	1	5		
52	Bedfont Common			19	0
53	Ditto			40	25
		37	35	59	25
	FELTHAM PARISH.				
54	Feltham Common			69	0
	King's River				
55	Feltham Common			53	50
				122	50
	HANWORTH PARISH.				
56	Hanworth Common			28	0
	Road				
57	Hanworth Common			58	0
				86	0
	TEDDINGTON PARISH.				
58	Teddington Common			20	0
	TWITTENHAM PARISH.				
59	Twittenham Common				
60	Mr. Marchant	17	0	15	50
61	Twittenham Common Field	23	15		
62	Mr. Freeman of Twittenham	10	25		
	Heirs of late Lord Feversham	3	30		
	River				
63	Eaton College	8	0		
64	Heirs of late Lord Feversham	18	70		
65	Mr. Gapper	11	50		
	Road			0	50
		92	20	16	0

ISLEWORTH PARISH.

No.		Inclosed and Field Lands. Ch.	L.	Lanes and Commons Ch.	L.
66	Mr. Clarke	9	85		
67	Mr. Marchant	12	0		
68	Mrs. Ansell, of Isleworth	14	0		
	Lane			1	0
69	Mr. Marchant	45	80		
	Turnpike Road			70	0
70	Mr. Gumbley	10	20		
	Lane			0	40
71	Mrs. Gumbley	13	80		
	Reverend Mr. Lockman	4	30		
	River and Road			2	15
72	Earl of Shrewsbury	3	15		
		113	10	4	25

Land Owners from A to C, upon the Lower Line.

In BUCKINGHAMSHIRE.

N°		Inclosed and Field Lands. Ch.	L.	Lanes and Commons. Ch.	L.
	EATON PARISH.				
73	Eaton Common Field	16	0		
74	Mr. Mael, of London	16	0		
75	Mr. Pocket, of Upton	4	10		
	Dr. Biddle, of Windsor	6	90		
76	Eaton Common			13	0
77	Ditto Common Mead	6	50		
78	Ditto Common Field	15	50		
79	Mr. Buckle	3	10		
	Eaton College	13	80		
		81	90	13	0
	UPTON PARISH.				
80	Charvy Common Field	13	50		
	Turnpike Road			0	60
81	——— Edwards, Esq;	32	72		
	Lane			0	38
82	——— Edwards, Esq;	5	70		
		51	92	0	98
	DATCHET PARISH.				
83	Duke of Montague	26	0		
84	Datchet West Common Field	22	0		
	Lane			0	50
85	Datchet Church Common Field	32	0		
	Turnpike Road			0	80
86	——— Hickford, Esq;	2	90		
	Lane			0	30
87	Datchet Linch Common Field	30	38		
88	Ditto Common			47	50
89	Ditto Common Meadow	17	20		
	Brook				
90	Datchet Common Meadow	4	30		
		135	20	49	10

WRAYSBURY PARISH.

No		Inclosed and Field Lands. Ch.	L.	Lanes and Commons. Ch.	L.
	Lane			0	70
91		5	70		
	Duke of Montague	18	10		
92	Wrayſbury Common Field	38	70		
93	Ditto Common			21	0
	River Coln				
94	Wrayſbury Common			23	40
95	Mr. Gill, of London	8	40		
		70	90	45	10

MIDDLESEX.

STANES PARISH.

96	Dean and Chapter of Weſtminſter	34	74		
97	Mr. Clerk, of Stanes	8	0		
	Lane			0	60
98	Mr. Crowley, of Stanes	9	40		
	River				
99	Stanes Common			26	40
	River				
100	Stanes Common			19	0
		70	90	45	10

STANWELL PARISH.

101	Sir John Gibbons, Bart.	24	75		
	Lane			0	35
102	Sir John Gibbons	5	90		
103	Stanwell Common Field	34	0		
104	Mr. Ford, of Chertſey	7	0		
105	Stanwell (Lotts) Common Field	22	10		
106	Ditto Redding ditto	37	0		
		130	75	0	35

ASHFORD PARISH.

	Turnpike Road, &c.			2	0
107	Mr. John Fitzwater	5	0		
108	Aſhford Common Field	64	50		
		69	50	2	0

BEDFONT PARISH.

109	Mr. Fitzwater	7	10		
	Aſhford-lane			0	50
110	Mr. Sharbarton	10	20		
111	Bedfont Common Field	9	0		
		26	30	0	50

N°		Inclosed and Field Lands. Ch.	L.	Lanes and Commons. Ch.	L.
	ASHFORD PARISH.				
112	Mr. Fitzwater	2	50		
	Vicar of Ashford	1	20		
113	Ashford (New Lands) Common Field	10	80		
114	Ashford Moor			74	75
		14	50	74	75
	SUNBURY PARISH.				
115	Sunbury Common			42	0
	HANWORTH PARISH.				
116	Mr. Harding, of London	16	0		
117	Hanforth Lower Common Field	22	50		
118	Ditto	22	0		
119	Ditto Church Common Field	20	0		
120	Mr. Willis, of Hanworth	5	10		
121	Hanworth Common			32	0
		85	60	32	0
	HAMPTON PARISH.				
122	Hampton Common			16	50
	The King's River				
123	Hampton Common			35	0
				51	50
	TEDDINGTON PARISH.				
124	Teddington Common			24	0

ASHFORD PARISH.

No.		Fields and Ground.			Farm and Common.		
		£.	s.	d.	£.	s.	d.
112	Mr. Dearmer — — — — — — — — — — — —				2	5	
112	Vicar of Ashford — — — — — — — — — — — —				4	5	
113	Ashford (New Lands) Common Field — — — — — —				10	25	
114	Ashford Moor — — — — — — — — — — — —						
					14	15	

SUNBURY PARISH.

115	Sunbury Common — — — — — — — — — — — —					42	0

HANWORTH PARISH.

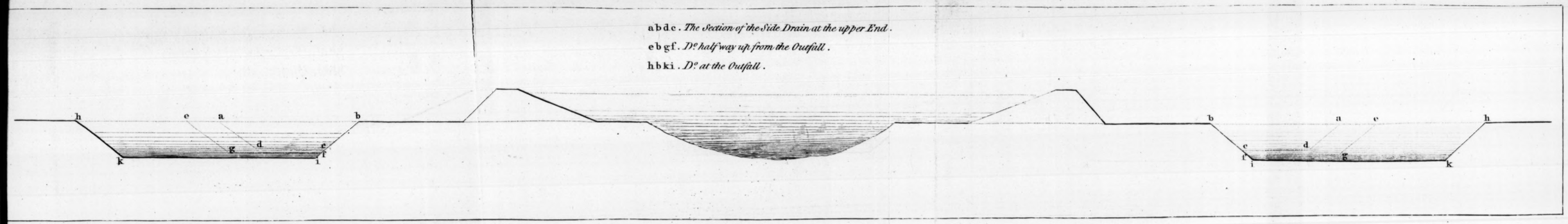
116	Mr. Harding, of London — — — — — — — — — —				16	0	
117	Hanworth Lower Common Field — — — — — — — —				22	20	
118	Ditto — — — — — — — — — — — — — — — —				22	0	
119	Ditto Church Common Field — — — — — — — —				20	0	
120	Mr. Willis, of Hanworth — — — — — — — — —				5	10	
121	Hanworth Common — — — — — — — — — — — —					22	0
					85	0	32	0

HAMPTON PARISH.

122	Hampton Common — — — — — — — — — — — —					16	50
	The King's River — — — — — — — — — — — —						
123	Hampton Common — — — — — — — — — — — —					35	0
						51	50

TEDDINGTON PARISH.

124	Teddington Common — — — — — — — — — — — —					24	0


abdc. The Section of the Side Drain at the upper End.
ebgf. Do. half way up from the Outfall.
hbki. Do. at the Outfall.
h
e
a
b
g
d
c
f
k
i
b
a
e
h
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i
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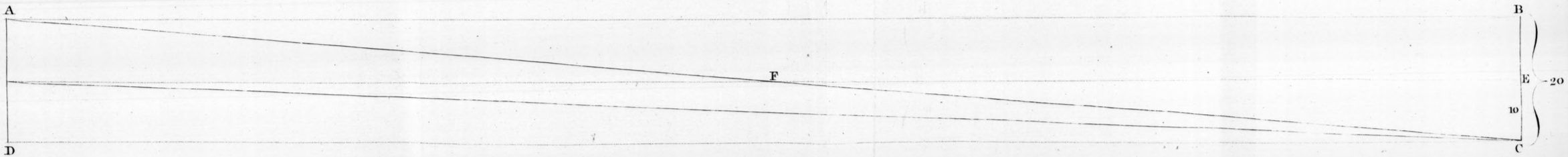
k


A
B
F
E
20
10
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C